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TWENTY-EIGHTH ANNUAL REPORT

OF THE

AMERICAN SEAMEN'S FRIEND SOCIETY,

Presented May 5th, 1856.

In the year 1830 the tonnage of American vessels was 1,191,776 tons: the number of seamen and watermen under the American flag, including those in the Navy, a little over *ninety thousand*. In 1855 the tonnage was 5,212,000 tons: the number of seamen and boatmen nearly *four hundred thousand*. A quarter of a century only has passed away, and our tonnage has more than quadrupled, and the number of our seamen has increased more than four fold.

In 1814 the tonnage of the British commercial marine was 2,616,965 tons, employing 172,786 men and boys. In 1854 her tonnage had increased to 5,043,270 tons, and her seamen, including the sixty three thousand in her navy of 667 vessels carrying 18,330 guns, to nearly 400,000.

During an interval of *forty* years therefore, her tonnage had nearly, and the number of seamen more than doubled.

The Commerce, tonnage, and seamen of the world have more than doubled during the last forty years. Every thing indicates a more rapid increase in the future.

The spread of Christianity and civilization, the diffusion of a knowledge of the arts and sciences among heathen and barbarous

nations, teaching them to subdue the earth and draw out its hidden riches, thereby augmenting immeasurably the resources and wants of Commerce, together with the rapid developement of the commercial wealth and power of this continent, all tend beyond the power of calculation to such a result.

Forty years more shall not pass away and this century end, till the 150,000 vessels of Europe and America shall become 300,000 with swifter wings and stronger power to do the bidding of Commerce. Their 15,000,000 of tonnage shall become 30,000,000, and their million and a half of seamen shall become *three millions*—a number of men larger than this nation, counting every man, woman and child, at the Revolution three quarters of a century since; larger than the whole Anglo-Saxon race two centuries ago. A *nation* dwelling on the sea. A nation drawn from every other; uniting every other, diffusing its life, and spirit, and energy through every other, yet peculiar to itself, united in itself, separated from every other, dwelling alone on the sea.

This is our field. A field, the importance of which compared with other fields of Christian and benevolent effort, has not been duly appreciated by the Church. A field widening much faster, it will be seen, than the means and men furnished by the Church, to enter and cultivate it, and subdue it to the reign of Christ. A field not all a plain, easy of access and cultivation, but on which many and great obstacles present themselves, rising like huge mountains before us. But the Board have found by near thirty years' experience they are not insurmountable, and as they have been overcome one after another in the past, the very act of conquering them, has wonderfully accelerated our progress onward. But our main reliance is, and has been on the sure promise of Jehovah that this "abundance"—this mass of young, brave, immortal men with all this wealth and power—"shall be converted to the Church," to do her bidding, to extend her reign over the whole earth.

Some of these obstacles have been pointed out in former reports.

In the Twenty-sixth Annual Report the Board suffered itself to be put on the defensive, against the somewhat loud and oft repeated charge; "That despite our puny efforts, seamen are only growing worse and worse every year." We attempted our defence, by pointing out the obstacles in our way, and not under *our* control, but some of them at least, under the entire control of those who make the charge, and showed by facts that despite of them we had made wonderful progress. The Twenty-seventh Report—the report of last year, again alluded to the same subject.

We believe, in progress. We design in this report to turn plaintiff, and put our opponents on their defence.

We start with the broad *charge* that the *chief obstacle* in the way of an entire and completely reformed marine service, is to be found frequently in owners themselves. The charge, we are aware, may astonish the defendants, may sound strange on the ear of conscious innocence and call forth the response, "Have we not contributed liberally, generously to institute and sustain Saving's Banks, Sailor's Homes, Bethels, and Chaplains?" All is admitted. At the

same time, there are evils in the present system as well adapted as could be well devised, to render some of these expensive charities necessary.

But we do not ask for the defence before we have made good the charge.

The principle that lies at the foundation of the evil does not belong exclusively to commerce; it is more universal than commerce. It is the ever careful regard for the *profits* of employed capital; and the equal *dis*-regard of the rights and well-being of employed labor.

But here in the relation of employer and employee in the navigation of the ship, the principle works out its ruinous effect, first on the sailor, and lastly on the owner himself.

The present mode of shipping and rewarding seamen, is as well adapted as possible, to deter good men, and boys from entering the service, and to drive reformed men out of it.

It is not our purpose to show how the present system came into existence; but only to make good our charge, by showing what it is, and what its effects are.

In the first place the ship's rigging is repaired and refitted by a set of men, generally good sailors, denominated riggers, who have quit going to sea because they can do better on land, in the work of rigging the ship.

In the second place, the ship is loaded and unloaded by another set of men, some of whom are good sailors who would go to sea if they could not do much better on land.

The third class is the sailor proper, who ships and is expected only to take the ship from port to port.

It would naturally be supposed that the business of procuring this last class, most important of the three for the safety of the ship and the interest of the owner, would be the careful duty of the owner or officers of the ship; but not so, that business is put into the hands of another, denominated the shipping master. He again depends on his servants, denominated runners, generally smart, active sailors. They apply for the purchase of a crew to the sailor Landlords. When men are scarce the Landlord must be feed for men, when they are plenty, the fees go the other way, to get off his useless, and most worthless boarders; but it generally in most instances comes out of the sailor in the end. True some of the more careful Captains make it a rule to see the men before giving them orders to sign the ship's articles. The Captain *sees* indeed and gives orders to good men perhaps; and finds himself out at sea with men he has never seen before, and all foreigners, after having sworn at the Custom House that "according to the best of his knowledge two-thirds of his crew are American citizens."

To add to the mischief and folly of the system; for such a crew, from twenty to forty dollars has been paid in advance to the landlord, *for* each man, not *to* him often, but *for* him, for a passage, perhaps, that ought to be made in twenty days. The articles however are carefully framed to bind the sailor to serve for some *eighteen* dollars a month during the voyage: wages must be kept down, even if it cost an increase of the advance. Of course the

sailor runs away at the first port, to play, or rather to let the landlord play the same game over again. The captain makes a grievous complaint of his worthless vagabond crew; "had only *five sailors* in a crew of twenty-five perhaps; was forty days making the passage, that might have been made in twenty; dared not make sail, for the worthless crew could not take it in again, in case of necessity."

The owner joins in the hue and cry and denounces the sailor, and concludes his friends are doing little or nothing to make him better. But who is at fault? We say to him in the kindest manner possible, "Thou art the man."

The owner is often not sufficiently acquainted with his captain even, as to his skill and humane character in the government and management of his men. Some of them know less of the crew, their own hired men, and to whom they trust the care of so much property, and often care less about them than they know.

What is the result? Just what might have been expected. The sailor cares quite as little for his owner, or his interests. If he works the ship into port in twenty days very well, the forty dollars advance are secured, let the owners get the balance if they can.—If he is forty days, just as well, he gets the additional board to boot.

It is this destructive system, working out its legitimate results, that has brought the worst class of men into our regular packet ships between American and European ports. The crews are so bad, that good sailors, sober men, can seldom be induced to go into them, and if by the power and grace of God on our labors, such men even are reformed, they leave such a service at once.

The men who continue this system are the last who ought to complain of bad sailors; they have just what they manufacture and pay for, and ought to be satisfied.

The crews of our transient ships on coasting and Pacific voyages are generally somewhat better, though none too good; for the inducements even here are not sufficient to bring the best men and boys into the service.

No married man can support a wife and children on such wages. the very men the service needs, for they are most reliable and trust-worthy in all employments. What American boy, with his education and tact and talent, will employ it for such a reward and the discomforts of the forecabin? Such boys the service imperatively needs.

The consequence is, the best sailors turn riggers, stevedores, or anything else rather than be sailors. Here again the system builds up a wall between the ship and the very best class of sailors, and sifts into it second and third and fourth rate men.

We have drawn the picture, not finished it. We could say much more of forecabin, and furniture and treatment.

No one who has been behind the scene, into this "chamber of imagery," will say it is too dark. No one can disprove a single line.

We have drawn it, not to assail a very honorable, respectable,

and worthy class of men rather floating on the system, than guiding and controlling it; but to expose a terrible evil, a chief, a last obstacle in the way of a reformed marine service, in the way of manning ships with good, faithful, sober, trust-worthy sailors. No other species of business has been, or could be managed in such a way. Had the manufacturers of Lowell, or Lawrence adopted a similar system towards their operatives, the business would have been broken up in six years.

While this system is too general, we rejoice to know it is not universal. Benevolent owners and officers there are, who, seeing the evil, have already adopted wholly, or in part, the system we are about to suggest as

THE REMEDY.

What is it? It will be seen at once, it is the abandonment of such a system for a better which we will endeavor to point out.

First. Appoint Captains and officers capable of self-government, moral, trust-worthy, humane men, who have some tact at governing others, by a government of law. Let it be understood that none others need apply.

Second. Near the Captain's quarters make provision for the ship's boys, and always have a sufficient number on board in training for efficient sailors, and kept more directly under the eye and influence of the officers, and from those of the fore-castle.

Third. Give the men more room and more comfortable quarters in the fore-castle, with the air and light of heaven breathing and shining into it, and in cold climates, stoves for warming chilled limbs and drying wet clothing. There is or should be no necessity for crews to come in on unwrecked ships, as last winter, with frozen feet and hands and ears, and crippled for life. Spread there also a table and table furniture with good fare.

Then finish up this part of the work by furnishing the ship with a library of useful and entertaining books.

FOURTH.—Make it the duty of the captain to select and ship his own crew; give him time and means to do it. It would be no disadvantage to owners to become acquainted with, and manifest an interest in the comfort and welfare of the crews of their ships.

FIFTH.—Give *such wages* as will secure trustworthy and competent seamen, and in the regular line ships on short voyages, as far as possible, permanent employment; to sail and rig the ship, and do all the work necessary about her. In such ships give married men the preference, and such salary as will comfortably support their families in or near one of the ports to which the ship sails, that they may spend part of their time at home.

The sailor's wife and children at the end of the voyage will have no tendency to lengthen it; it will be no hardship for him to crowd sail on the homeward passage.

Give the young men to the long voyages, with every inducement by wages and fare to stay by the ship and rise in their profession. Let owners keep their eye on the young men, and honor the faithful by attention and hospitality on their return. In short, employ *men*, and treat them every way as men.

OBJECTIONS.

What are they ?

We are told your scheme is mere theory ; it is utopian ; it can not be carried into practice. First, because sailors are queer fellows ; the mass of them perfect slaves to old customs, stubbornly opposed to innovations, and have too little thought and intellect to appreciate a change, though designed and adapted for their own benefit.

Second, because they are so much under the control of sailor-landlords who would combine with stevedores, riggers, shipping masters and all to defeat any such change, and by their unbounded influence over the mass of seamen, would effectually thwart any such attempt.

Third, and chiefly, because in the present state of the shipping business and low freights, the supposed increased expense can not be sustained by the business.

And fourth, because, therefore, you can not induce worldly-minded men to give their attention to it, or make a single effort to change the system however evil.

ANSWER.

Would that slavery to an old system were confined exclusively to the sailors ; but there is just enough of it in all departments of business and politics to stave off for a long time needed and salutary reforms. It is true, however, that in the first objection there is a real difficulty.

The sailor has [so long looked upon the owner as feeling no interest in him, it will take time to restore confidence even among the more hopeful of them. Still the best of them are men, and men who can think and be induced to change old customs, and work as stevedores even, as well as sailing the ship, if you will give them the inducements in higher wages and manly treatment. Besides, the system is designed to drive the impracticables and worthless out of the service. It does not need them, and is only encumbered by them.

We do not propose a sudden transition, a *combination* of owners to revolutionize the business, although a dozen houses in this city have it in their *power* to change it for the whole country in a short time. Let individual owners try it for themselves—let them try the experiment in a single ship of one of their lines faithfully and perseveringly, and we predict it will prove so successful, as gradually to work its own way into every ship in the line, and into every line. As to combinations against it, we live in a country of law, and opposition will diminish as success and strength in the right increase.

But the third—the chief objection—the *expense* of the change, it would break up in the competition of business all those who dare try it. In reply, it might be sufficient to inquire, if there has always been an equitable dividend of profits between employer and employee.

But we do not offer the thought as a reply. We assert that by

our plan, ships can be better manned, navigated cheaper and more profitably to owners and sailors too, than by the present ruinous system.

Let any owner take the time to work out the problem for himself; let him put first the expense of repairing the ship's rigging by a gang of riggers; of shipping two crews through shipping masters to make the voyage to Europe and back again; of paying wages twice in advance, adding to the expense that part which is never worked out, and he will find the *amount* even when nominal wages are no more than sixteen or eighteen dollars a month would pay every sailor in the ship from twenty-five to thirty dollars a month and his board by the year, to do all this work for the ship. He may add another item of profit by this system. The diminished risk to underwriters of ships manned by such crews, they could well afford to give back a large per centage of return premium to ships navigated by such men.

Fifteen millions of dollars by a low estimate was sunk in the ocean from our commerce the last year, and the previous year, twenty-five millions. Experienced captains tell us that a very large proportion of these losses are owing to bad and inefficient crews. Save that and make a dividend out of it to good sailors. There is another item not so susceptible of being entered on the Ledger, nevertheless, a much larger one we are inclined to think, than some men imagine. The care and protection and prosperity granted by Divine Providence to all those owners, and officers, and sailors, who fear God and love justice.

Let this scheme be introduced and gradually become general, and these

RESULTS

are sure to follow:

First. It will draw back into the service that better class of seamen now in other employments, and introduce with them a new and better class of men and boys, and do thereby, what is imperatively needed by the service—increase the number of efficient seamen.

Second. It will drive worthless and inefficient and unimprovable characters out of it very much to its benefit in every way.

Third. It will turn this class—the mere merchandize—the stock in-trade of the worst sailor landlords, back on to their hands, and break them up very much to the benefit of commercial cities and all concerned.

Fourth. It will break up the system of “advance wages”—a system so pernicious, so much written against, so much spoken against, and so many plans devised in vain to kill it. No effort hitherto, no combination of owners against it has lasted or can last three months. It lives. By the system proposed it would die a natural death. The ship would generally be in debt to the crew.

Fifth.—It would improve vastly the condition and comfort of officers in the ship. The Captain, instead of being shut up with strangers and pirates, and armed to the teeth in self-defence, would soon find himself among a different class of men; and the

government of brute force would soon relax into that of law, and the law of kindness. The influences would be mutually beneficial and improving. Good crews as often make good officers as good officers' good crews.

IXTH.—It would have strong tendencies to bring seamen under the influence of the Gospel, and the Grace of God. Men bound together by long acquaintance, and attachments made strong by companionship in common trials and common hardships and common perils, are more likely to be found at the House of God in company, officers and men, in strange cities.

SEVENTH.—It would remove the last, great stubborn obstacle out of the way of the conversion of the abundance of the sea, and bring on the consummation of our work.

We have not dwelt thus long and thus earnestly on this obstacle, and its removal, because we suppose that any external reform or change of system will fully accomplish our work. We have and do rely on the Gospel and Grace of God for any radical and permanent reform in our field or anywhere else. But the work must necessarily be slow, and retarded at every step, while this obstinate hindrance exists.

We cry, therefore, with the more earnestness, that this obstacle be removed, and the way prepared, because in the act of its removal there is the strongest tendency to turn the heart of the owner, and officer and sailor, to the Wisdom of the Just, and convert all these, with their abundance, to the Church.

In the mean time, we shall report progress during the past year.

FOREIGN OPERATIONS.

NEW GRANADA.

ASPINWALL.—REV. D. H. WHEELER, *Chaplain*.

This devoted Chaplain still continues at his post, pursuing his work with considerable success.

In a recent communication, the Chaplain says: "Of the professors here four are Presbyterians, three are Methodists, and one is a Baptist, but these differences are unknown here; we feel that we are *one in Christ Jesus*."

Of seamen, he says: "They still continue to come to hear the word, and they are generally attentive and respectful. Never have I met with a single instance of rudeness from seamen, either on shipboard or in the house of God. Never have I met with a class of men who are so quickly touched with sympathy, where it flows for them free, from a kind heart. The notion, in the minds of many masters, that seamen can only be managed by harsh and brutal treatment, I am persuaded is all wrong. Could this wrong (for it is an extensive one) be removed, a very great obstacle which now hinders the reformation of seamen would be out of the way."

In a communication received in March, the Chaplain says: "During the year there have been *two hundred and eighty-four* arrivals of vessels, and in them 3,400 seamen. Of this number only four have died in port. Some of these seamen have been present at the Bethel nearly every Sabbath. I have visited a large portion of these ships; have distributed Bibles, Testaments, and other religious books, and about twenty thousand pages of tracts, in various languages, to seamen. I have visited a number of sick seamen. I have reason to believe several have been awakened, and one hopefully converted to God.

PANAMA.—REV. J. ROWELL, *Chaplain*.

This energetic and well-tried Chaplain is now in his fifth year in this field. During that time many changes have occurred, rendering it necessary to vary somewhat the mode of cultivation, and it is still somewhat problematical what it is to be in importance as a station for a seaman's Chaplain. When he commenced, his labors were divided between a congregation on shore at Panama and one of seamen at the Island of Taboga; and also among the numerous inmates of the Hospital. Now the shipping is drawing nearer the terminus of the Railroad, within two miles of the town, yet without wharves to render their crews most accessible to the Chaplain. Both the British and American steamers also remain longer in port than formerly. The Hospital, where his labors have been most successful in former years, has been nearly empty during the last year. There is a prospect of a gradual and, ultimately, a large increase of shipping at this port. The British Steamship Company have removed their machine shops from Cal-lao to Panama. There is also a probability that whale ships will enter here in larger numbers to discharge their cargoes of oil, to be transported across the Isthmus, and take in their supplies. The healthiness of this port will probably contribute to this result, and to increase, in the future, the great importance of this station.

In the meantime, the Chaplain has not been idle. He has preached regularly to audiences on shore, composed partly of seamen, and on steamers and ships to those composed almost exclusively of this class. Says the Chaplain in a communication: "At first, I found access to seamen excessively difficult. Business was *rushed* along, without intermission for Sabbaths or anything else. I could see the captains hurry through the streets, or standing in hasty conversation with consignees, but seldom would one give me five minutes time for my errand. If I went aboard, I was an intruder and a hindrance, and no one cared to see me except, perchance, some solitary, pious sailor. But a great change has come about in this matter. Few vessels come here now that do not, in some way, receive benefit from my presence here.

"The officers are usually accessible and affable. The sailors are not so driven as to have no time to see me; and many, both officers and men, show their appreciation of the Sabbath day, and of their own spiritual wants, by their presence in our chapel. I also

supply them, to some extent, with Bibles, tracts, and good books. All these things are for us and our cause."

In another, the Chaplain says: "Sailors are birds of passage, and we must shoot them on the wing, if at all; and even so, in not one case in ten, can we know whether our shots tell or not. One of the most joyful hours I have known here was that in which I received a letter, dated in a far-off port, from one of whom I had almost dispaired while here, stating that the word I had preached to him had been a live coal in his heart, unquenchable, like a fire away down in the hold of his vessel, and burned away there in secret, till he had been obliged to open his heart's hatches to the water from the wells of salvation."

PERU.

CALLAO, AND THE CHINCHA ISLANDS.

Rev. E. B. CLEGHORN, *Chaplain*.

The Report of last year noticed the death of Rev. F. W. Bill, soon after his arrival at this important station. The Board, at their meeting in October, appointed the Rev. E. B. Cleghorn of Washington City, formerly a steamboat Captain on the western waters, then a Student of theology at Princeton, N. J., and afterwards a preacher of the Gospel in the Presbyterian Church. He is expected to sail soon, to preach the Gospel to seamen in Callao and at the Guano Islands.

CHILI.

VALPARAISO.—Rev. D. TRUMBULL, *Chaplain*.

A letter received from the Chaplain on the 15th February of the present year, informs us, that the chapel edifice, to which the Board had appropriated \$1,000 is completed and ready for occupancy. So the sailor in this port has a Bethel provided for him in connexion with Citizens and Foreign residents. Only a small part of Mr. Trumbull's time, however, can be devoted to labors among seamen in this increasingly important station; and we regret that no *report* of labors has been received during the year.

Mr. Trumbull urges on the Board, in the same brief letter, the importance of

TALCUHANO,

as a station for a Seamen's Chaplain; and asks aid of the Society in support of a Missionary, Rev. Chas. M. Blake, urged by the American Consul and others to occupy that field, and is himself disposed to enter it. Should the Board on further enquiry find it sufficiently important for a Chaplaincy to seamen, they hope to have the means from the churches for its occupancy.

SANDWICH ISLANDS.

HONOLULU.—Rev. S. C. DAMON, *Chaplain*.

During the year 1855, 142 whale ships, and 171 merchant vessels, and 16 vessels of war of various nations, carrying probably not far from 10,000 men, entered the port of Honolulu. In a com-

munication from the Chaplain, dated Nov. 20th, 1855, he says,—“My labors are very much the same as in former years. I am engaged in visiting ships, distributing books, and conversing with seamen. Our shipping season is now about at its height. Ships are arriving and departing daily. I never knew our town so quiet during the shipping season. Comparatively little drunkenness among seamen.”

The efforts of the friends of seamen at this station have been directed to the erection of a large, commodious Sailor's Home.—Generously have they contributed, and well are they succeeding in the enterprise.

The Report of last year notices the munificent gift by the late King Kamehameha III, of the most eligible site in Honolulu for the Home, and valued at \$6,000. On the 31st of July, 1855, the corner stone was laid by King Kamehameha IV, with a very appropriate, well-timed, and well worded speech.

Above this corner stone a noble three story building has been erected, and partially finished. Externally it is one of the most imposing and handsome buildings of the growing city of Honolulu. A beautiful reading room has been completed, and a Bible and Tract depository established in the building. Friday evening, Nov. 16th, the Ladies of Honolulu held a fair in the unfinished building and realized the sum of over \$1,700 to aid in furnishing it. November 26th, the Sailor's Home Society held its first Anniversary. The Treasurer's Report showed that \$8,518 50 had been collected for the Home; and \$7,423 04 expended, leaving a balance on hand of \$1,095 46. It will take a much larger sum to complete the establishment, but the trustees determined to proceed just so far as the funds in hand allow.

The Chaplain says, “\$1,200 of the above has been received from the people of Boston and vicinity. \$100 from the poor natives of Aitutake, one of the Hervey group in the South Pacific. It was forthcoming merely from reading a notice in the Friend.” He asks earnestly “if no more is to come from the great whaling and commercial ports of the United States?” The Board cannot but feel gratified and grateful to their efficient Chaplain, and the generous and energetic friends in Honolulu for this new accession of strength and permanence to the cause.

“The Stranger's Friend Society,” composed of Ladies, have also aided quite a number of sick and destitute seamen, discharged from American ships; but who not having American protection papers, could not be received to hospital privileges by our Consul. Our Government certainly should make provision for such cases.

LAHAINA.—Rev. S. E. BISHOP, *Chaplain.*

During the year 1855, 184 whale ships and 6 merchant vessels entered Lahaina, carrying between 3,000 and 4,000 men. In a communication, dated May 28, 1855, Mr. Bishop says, “I have sent abroad through the whole Pacific many thousand pages of choice words in many tongues, and have supplied many sailors with Bibles in Portuguese, French, Spanish, German and English.

I have preached the blessed gospel of salvation to a great many, both from the pulpit and in my study, as well as in the streets and stores. It is the Lord's own truth that my poor lips and hands have scattered abroad, and oh that He would bless it to the saving of a multitude of souls.

He speaks of a serious and quiet young sailor whose acquaintance he made in the hospital, and found that in his boyish romance, he had fled from his home and friends in Connecticut, to a life on the sea, and, on learning his real name, that he was a near connection of an old College friend. So are our Chaplains set to seek and to save the wandering and lost. We exceedingly regret that we have no late report from this Chaplaincy.

HILO.—REV. TITUS COAN, *Missionary of A. B. C. F. M.*

Two interesting communications have been received from Mr. Coan during the year, each inclosing a draft for \$50, collections in the Native Church for this Society. "The number of whale ships which entered this port in 1854, was 86, besides several merchantmen and some 40 coasters. Ships usually lie here from one to three weeks, and some stop longer. Hilo is one of the most quiet and perhaps the most quiet port in the world,"

"It is doubtful," says Mr. C., "whether an equal number of ships do or can enter any other port with as little disturbance as this. Our laws are so good, our police so efficient, and above all, the moral sentiment of the people so strong, that land-sharks lose most of their teeth here; and perhaps they would lose all were they not careful not to bite too hard. As for running away, that business don't work well here. Sailors sometimes *run* but they rarely *run away in Hilo*."

The Main Law, older than its namesake, had exorcised all the evil spirits from the place.

Again he says, "Seamen have thronged our house this season, and we have never seen them more kind, candid and friendly. We have had no difficulty in getting access to them on all days of the week, and all hours of the day."

"We keep up an English service on the Sabbath through the year, and our chapel has been well filled with seamen this season. It is very rare that a shipmaster absents himself from our Sabbath services, and some of the crews "turn out" almost to a man.—Many serious minded seamen have visited us, to whom we have spoken freely of the Kingdom of God, and many who were careless have appeared impressed, and pledged themselves to serve the Lord. We hope good has been done, but God only sees the trackless path of the sailor, and He alone can gather up the bread that is cast upon the waters."

The Board would take this opportunity to express their grateful acknowledgements to this devoted and successful Missionary, for his labors of love among seamen.

MICRONESIA ISLANDS.

ASCENSION ISLAND.—REV. S. H. GULICK, *Missionary*,
A. B. C. F. M.

STRONG'S ISLAND—REV. MR. SNOW, *Missionary*,
A. B. C. F. M.

Quite a number of Whale Ships touch at these Islands. In 1853 a building was given by a resident on Ascension Island to be fitted up for a Seamen's Bethel, and a good degree of interest was felt by the mission for seamen frequenting these Islands. The Board regrets that no communications have been received from either Island during the last year.

CHINA

CANTON—REV. JAMES C. BEECHER, *Chaplain*.

Owing to the unsettled state of affairs in China, and the diminished commerce of this port, this Chaplaincy has been unoccupied except by an occasional discourse from one of the Missionaries of the American Board for nearly two years. In a communication dated January 14th, 1856, Rev. Wm. A. Macy says: "There is a large fleet at Whampoa, even though it be less than it was two years ago. I trust you will find and send out a good man right speedily, assured that you will not send him to an empty or unpromising field."

The Board at their meeting in March appointed the Rev. J. C. Beecher, youngest son of Rev. Lyman Beecher, D. D.; a graduate of Dartmouth College, and afterwards four years at sea a sailor: sailed to Canton and various other ports, passed through the different grades of this institution of practical learning, and graduated with the honors of a Chief Officer, retired from the sea, learned the true wisdom by a hopeful conversion to Christ, studied Theology at Andover, and now devotes himself to the ministry of the gospel to his brethren of the sea, is about to sail with his wife and little daughter early in May, to make his home and field of labor on the floating Bethel and the ships at Whampoa.

We trust he carries with him new interests at the throne of Grace, and the hearts of a new circle of friends into the work of the salvation of the Sailor.

SHANGHAE.—A. L. F. *Merchant Missionary*.

A communication from a young Boston merchant in Shanghai, dated October 31, 1855, says: "On the Sabbath after the date of my last, in connection with my friend Hohn, I commenced visiting the shipping to distribute tracts and Bibles, and for the purpose of religious conversation with the seamen of the different vessels in port. With but little intermission it has been continued to the present time. The Bibles and tracts I brought from home were exhausted some weeks since. I have received 150 Bibles and 3,000 tracts from the Missionaries; this supply is now growing small, but we hope to add to it from other sources till we can get a supply from home. It is an important field of labor, and one too

much neglected. We have no Bethel : I believe if you were here you would say we *must have* one. During the past three months there have been no less than *six or seven hundred* sailors in port ; and with the occasional visits of ships of war, the number at times has exceeded 1,000." Of a sick and dying sailor he had often visited and prayed with, he says : "A few days before his death, he surrendered himself to Christ. The gloom and darkness that encompassed his mind was chased away by the Sun of Righteousness. No one that saw him could doubt the change that had taken place in him." The Board rejoice that God has raised up a christian merchant to supply our lack of service in this important port.

AFRICA.

CAPE TOWN.

A seamen's Friend Society has been formed, and in successful operation for about two years, at this port. Commodore H. D. Trotter, R. N., is the President, and Rev. Geo Morgan, Secretary.

By this Society a Sailor's Home has been opened, and something done in Bible and tract distribution among seamen. The Society asks aid from this and the British Sailor's Society, to sustain a preached Gospel to a large number of British and American seamen frequenting this port.

BRAZIL.

RIO DE JANEIRO.

The Board regret to announce that this very important station is still unoccupied by a seamen's Chaplain to look after the 20,000 seamen annually arriving at this port.

WEST INDIAS.

ST. THOMAS.

The Rev. C Whittlesey after having labored among the seamen frequenting this port with considerable success during the shipping season, and in the Dutch Congregation part of the year, closed his labors there, and returned to the U. S. in the early part of the current year.

CUBA.

HAVANA.

This port, visited by from 12 to 15,000 American Seamen annually, is unsupplied by a Chaplain, because the bigoted Romish Government of the Island will not permit the residence of any minister of the Gospel who will not swear himself a good Catholic

FRANCE.

HAVRE.—REV. E. N. SAWTELL, *Chaplain.*

The laborious Chaplain at this station has devoted considerable time during the year to the sick in the Hospital ; has often found here, good seamen over-worked and exhausted to save the ship, even by humane officers, in consequence of the ignorance and inefficiency

cy of two thirds of the crew; but oftener found men maimed and battered by the cruelty of officers, which in several instances has resulted in the death of sailors. While his soul has been harrowed up by these scenes of suffering, he speaks in no measured terms of the inhuman and brutal tyranny of a few officers of American Ships. He also speaks of the great adverse change in the material of which crews are composed since his previous labor in Havre twenty years ago, and attributes a large proportion of the evil—the deterioration of sailors, and the cruelty of officers—to the present ruinous system of shipping crews in New-York. He is not without instances of good and of saving grace among the suffering in the Hospital.

His preaching in the Bethel seems to have been attended with unusual success. In a communication dated May 8th, 1855, he says: "We had quite a full house last Sabbath evening, and an unusual number of seamen, some of whom stopped after service to converse with me about their souls. Things are gradually coming up, though after so long a vacancy, it will require some time and much hard labor to bring them back to the point where brother Adams or myself left them."

In another communication received in January, he says: "It does really seem that the Lord is returning in mercy to this place and to our Bethel. The last few Sabbaths we have had such an unusual increase of sailors crowding into the Bethel, that it has astonished the people who had been in the habit of attending. One gentleman last Sabbath evening, after the assembly was dismissed, gave me his hand and said: "I have attended this chapel ever since it has been built, but I never saw the like before"—and the whole assembly was as solemn as the house of death. I thought it best to appoint an extra prayer meeting. I went and found the reading-room crammed full of Captains, mates and sailors. It was a most solemn meeting, some young sailors anxiously inquiring the way to Christ."

More than two-thirds of the seamen at this port under the ministry of our Chaplain are British sailors.

The Board are gratified and thankful that British Christians are beginning to aid in the support of the Chaplaincy.

MARSEILLES.—REV. M. JOHN MAYERS, *Chaplain*.

An unusual number of American seamen have visited this port during the year. The Sailor's Home established by the efforts of the Chaplain, has been well patronized and has accomplished much good. The shipwrecked and destitute crews have found comfortable quarters here. The Chaplain mentions some cases of religious interest among sailors in the institution, and one marked case of the hopeful conversion of a dying sailor, a native of New-York. He earnestly solicits more aid from American Christians to keep up the Home.

He has preached regularly to congregations of seamen and landsmen on shore, and distributed Bibles and religious books among seamen. We hope this devoted Chaplain will long be sustained in his labors among the seamen of all nations in this port.

SWEDEN.

GOTTLAND.—J. LINDALIUS, *Sailor Missionary*.

This devoted sailor missionary is still at his post, speaking to the people of the love of Christ, distributing God's Word and religious Tracts. He says in a communication, dated August 24th, 1855: "The number of those who love the Lord Jesus on the Island has increased to over *six hundred*." "God has also opened the eyes of some seamen and one captain living on shore."

DENMARK.

COPENHAGEN.—P. E. RYDING, *Missionary*.

From a communication dated Dec. 31, 1855, we learn that during the year he had preached 115 times in Copenhagen, Bornholm, and other places; sold and given away 328 Bibles, and about 7,700 tracts, besides about 500 tracts circulated as loan tracts.

"In Copenhagen there is a little church of 70 members, with a Sunday School. In Bornholm there is a church of 46 members."

"It has pleased the Lord to bless his own work, and to give me grace to visit many vessels of various nations. I have visited the seamen in the harbors and wharves, and other places where they frequent, and spoken to them about their eternal welfare. That a few of them have received the Holy Scriptures, and it appears to have made serious impressions on the minds of several thoughtless young men."

NEW BRUNSWICK.

ST. JOHNS'—REV. E. N. HARRIS, *Chaplain*.

In a letter, dated April 2nd, 1856, the Chaplain says: "It is now three years since the establishment of the Sailors' Home. It has been kept in good order, and strictly on temperance principles; owing to the smaller number of seamen in port, and the more determined opposition of the land sharks, the number of boarders has not been as large this year as last, yet it has been well patronized." Of the *Bethel operations* he says: "There are *three* places inviting to Sailors on the Lord's Day. Bond's Bethel at Sand's Point, which will accommodate *two hundred* hearers; the Mission House at the Back shore, which belongs to the church under the pastoral care of Rev. J. Robinson who, in person or by proxy, supplies it every Sabbath at 3 o'clock, P.M.; and the Marine Hall, situate in the immediate vicinity of the Home, and overlooking the harbor, and is the principal resort of seamen accustomed to attend religious services.

This Hall which will seat about *three hundred*, is usually crowded, and we may safely report much encouragement arising from its Sunday and week day gatherings. Nor has there been any abatement of interest in its Lyceum lectures from week to week during the past winter, delivered by some of our first men, on subjects not less practical than interesting.

The number *savingly* benefited by hearing the Gospel, we cannot determine, but we know of about *thirty* persons of real piety,

who are practically attached to our Bethel interests and delight to help it forward by their prayers and exhortations in our social weekly meetings."

It is in contemplation to organize a Mariner's Church. A site has been selected for a new and larger Bethel, at a cost of \$2,600. The chaplain hopes to report next year the Bethel completed.

DOMESTIC OPERATIONS.

Under this head we include both those societies aided by the American society, and those local societies on our sea board and on our Western waters, co-laboring with us, yet sustaining themselves. It is desirable that our Annual reports should give a general view and yearly history of the whole cause.

NEW-ORLEANS—No report.

MOBILE—REV. A. McGLASHAN, *Chaplain*.

Over 20,000 seamen and boatmen annually arrive at this port. In a recent communication the Chaplain says of the BETHEL: "Early in December the meetings were well attended, and a deep solemnity pervaded the congregations. There were indications of the presence of the Holy Spirit, and sinners were brought to repentance and made to rejoice in Jesus Christ as their Redeemer. Eight have united with the Bethel Church, others left for sea without a public profession, but rejoicing in their Saviour. The meetings continued interesting most of the winter. Our Friday evening temperance meetings are interesting and successful; a large number of seamen have signed the pledge, which has often seemed the first step towards repentance and faith in Christ."

The Chaplain has recently heard of a crew of *six sailors* who left his Bethel meetings rejoicing on their way to sea, in 1847, *five* of whom are now on missionary ground, and the sixth has nearly completed his theological course for the same work. He is unremitting in his visits to every ship in port, the hospitals and jail, and has often preached short discourses to the sick in the hospitals with manifest good results.

THE SAILORS' HOME has an average of about *fifty* boarders.—A new Home and Bethel is much needed, and the efficient Mobile Port Society are about to adopt measures for their erection, we hope with entire success.

MOBILE BAY—DR. SAM'L J. PARKER, *Chaplain and Physician*.

The Rev. J. Gridley resigned this Chaplaincy, and left it last June, after months of arduous and successful labors both in the Hospital and the Bethel.

His successor, Rev. Samuel J. Parker, was appointed in October, and arrived at his station early in December. This laborious and devoted Chaplain and Physician, has labored both for the body and soul of the sailor with very encouraging success. He has gained a strong influence over seamen by his skill in surgery and medicine, then used it with skill to lead his patients to the Great Physician for the healing the maladies of the soul.

In his full report, he says: "The influence of the ship is good. It is a light in the Bay amid the nine hundred sailors this moment in the fleet." And again, speaking of his daily religious services in the hospital he says, "often has the tear stolen down the cheek of the sailor. He has cursed profanely, perhaps, under my surgical knife, and made the ship ring with groans and oaths as I cut away his mangled flesh; in a day or two he has read his Bible and cursed no more while with us." One such, and one of the most vile and profane at first, had died praying. He has preached in a plain familiar way, twice on the Sabbath in the Bethel, through the season, to congregations varying from 15 to 90. The boisterous winds and rough seas have often prevented larger attendance. "Several have expressed hope in Christ, under these ministrations, and others have gone away seriously impressed."

SAVANNAH—REV. THOMAS HUTCHINS, *Chaplain*.

We have no report.

CHARLESTON, S. C.—REV. WM. B. YATES, *Chaplain*.

THE SAILORS' HOME still continues to bless the sailor; 572 seamen have been its inmates during the past year. In many instances it has saved for him his hard earned wages.

The keeper mentions one who, awaking from a debauch, supposed he had spent all his \$150, but on finding \$115 of it in the keeper's hands, expressed much gratitude, sent it to his mother, whose gratitude expressed in a letter to the keeper, was a sufficient reward for being the sailor's banker.

Of the Bethel the Chaplain says, "The Sabbath exercises have at times been well attended. Several interesting cases of conversion have occurred during the past year, some of them very marked. One sailor who had not attended any place of worship for many years, was induced to attend the Bethel, was converted, and after several days of deep distress, found peace in yielding his heart to the claims of the Gospel.—The temperance cause continues to occupy a prominent place in the efforts of the Chaplain, and we have never held a meeting at which we did not obtain more or less signatures."

"I have, during the past season, distributed a large number of Bibles, Testaments, Tracts and other moral and religious books, and from time to time receive evidence that they have been very salutary in leading many a sailor to serious reflections. I continue to receive for myself and family fresh tokens of the sailor's esteem and regard.

While we rejoice to say that the improvement among seamen continues to progress, notwithstanding the many obstacles which we have to encounter, we at the same time freely admit that these improvements will continue to be slow, until the month's advance is entirely abolished, and the sailor once more be permitted to ship himself, as formerly, under the wavings of the pendant.

I look upon the whole system of shipping-masters and sailors' runners as only calculated to demoralize the sailor, and continue to make him a mere machine, to be shipped oftentimes, not in ac-

cordance with his own wishes, but under the control of others, who care little for the sailor's comfort or benefit."

WILMINGTON, N. C.—REV. W. J. LANGDON, *Agent and Chaplain.*

SAILOR'S HOME, GEO. W. WILLIAMS, *Superintendent.*

The number of seamen who have boarded at the Home during the past year is 676; of that number 97 were sick, 2 died; 18 of the sick not being entitled to hospital privileges, were taken care of at the expense of the Home. The keeper complains of the inadequate provision of the Government for the sick and the burial of the dead. The expense of keeping up the Home for a year is \$2,412 66. The receipts from boarders during the same time, \$2,699 31.

Sailor boarders have sent to their friends from the Home, \$414. A writer in the *Wilmington Commercial* says of it: "It is a Home not only in name, but in every respect, so far as is possible; one that does credit alike to the Seamen's Friend Society, and to the Town of Wilmington, and I am happy to say, a better is not to be found on this side the Atlantic. So say the seamen that have tested its merits. So say masters of vessels that have and do patronize it with their families, in preference to our hotels; and for order, sobriety and comfort to its inmates, it is second to none of its class; and when I say this I mean no disparagement to the hotels."

Mr. JOHN W. ANDREWS, *Colporteur*, says: "During the year ending 1st March, I have delivered 613 wharf, boat, and raft lectures to *five, ten, or twenty* men; have sold books and tracts to the amount of \$1,051,84, and given away to the amount of \$304,34, besides many visits to the sick in the Home and at the Hospital.

The Society are also raising funds by the agency of the Chaplain for the erection of a Bethel. The Board of the American Society have formerly granted aid to this society, and would express their cordial thanks for their very efficient aid in the work among seamen, in return.

NORFOLK, VA.—No Report.

BALTIMORE, MD.—SEAMEN'S UNION BETHEL SOCIETY.—REV. R. SEWELL, *Chaplain.*

Under the care of this Society is the SAILOR'S HOME, EDWARD KERBEY, *Superintendent*. During the year ending Dec. 31st, 1855, the number of boarders was 347, with a fair prospect of an increased number the ensuing year.

Connected with the Bethel is a Sabbath School—the nucleus of a congregation. The congregation, for a few years past, has been small, but with renewed effort there is a gradual increase in the size of the congregation, and hopes are entertained of a more encouraging work in the future.

BALTIMORE SEAMEN'S BETHEL.—REV. G. G. BROOK, *Pastor.*

This Bethel is connected with the Methodist Church. "There is here, generally, a large congregation, composed of the crews of

coasting and bay vessels, and many citizens who take an interest in the welfare of sailors. This zealous and devoted Chaplain has been continued here several years, and, by the active co-operation of his congregations, much good to seamen has been the result."

PHILADELPHIA, PA.

The Societies laboring for the improvement of seamen in this port are THE PENNSYLVANIA SEAMEN'S FRIEND SOCIETY, REV. E. H. MAY, *Secretary*, having under their care the SAILOR'S HOME; THE PHILADELPHIA LADIES SEAMEN'S FRIEND SOCIETY; THE EASTBURN BETHEL, REV. J. B. RIPLEY, *Chaplain*; and THE EPISCOPAL BETHEL, REV. MR. TRAPIER, *Chaplain*. We have no Treasurer's Report from either of these institutions.

The number of boarders at the Home during the year is 900; of this number 40 shipwrecked and destitute have been provided for, 2 hopefully converted.

The Ladies Seamen's Friend Society have relieved 30 destitute seamen, and also 48 widows and 23 families of seamen, at an expense of \$413 31.

The Chaplain of the Eastburn Bethel, in a communication dated March 26, says: "I have visited Hospital and Sailors Boarding-houses once a week. Conversed with about 1,000 sailors in them, and 100 more in my study; visited 80 vessels, written 122 letters to unconverted, and distributed 243 Bibles and Testaments. A member of the Church, a Colporteur, has distributed 9,000 Bibles and Testaments, 171,867 Tracts, and 6,000 admonitory cards; and 1,628 volumes have been furnished to ship's libraries. There have been *nine* hopefully converted, *three* have joined the Bethel Church. There has been a large increase in attendance at the Bethel, especially of officers of vessels, and a considerable temperance reform.

PORTLAND, ME.—REV. S. H. MERRILL, *Chaplain*; REV. J. R. FRENCH, *Secretary of American Seamen's Friend Society for Maine and New Hampshire*.

The Rev. J. R. French has been appointed to visit the Churches in Maine and New Hampshire, to awaken an interest in behalf of seamen, many of them their own young men, and collect funds for this Society, which is aiding to a small amount the

PORTLAND BETHEL,

to which the Rev. Mr. Merrill has been appointed, and has commenced his labors with encouraging success. No report of progress has been received. Some religious interest is reported from the

SAILOR'S HOME.—CAPT. C T. BAILEY, *Superintendent*.

The prayer meetings are interesting, often pervaded with a deep seriousness.

BOSTON, MASS.—REV. E. T. TAYLOR, REV. P. STOW, REV. E. KELLOGG, REV. G. P. ROBINSON, *Chaplains*; and CAPT. T. V. SULLIVAN, *Marine Missionary*; REV. S. W. HANKS, *Secretary of the Boston and American Seamen's Friend Societies*.

In connexion with the labors of these Chaplains, and other agencies, the seamen's cause in Roston is affording pleasing encouragement to its friends.

At the Mariner's Church, under the ministrations of Rev. E. Kellogg, the congregations have considerably increased during the year. At the Home, in Purchase Street, he has found an ample and encouraging field for labor among seamen.

The boarders at the Home during the year have been 2,590; of whom 123 have been shipwrecked and destitute, and aided in board and clothing, by the BOSTON SOCIETY, to the amount of \$625. Interesting conversions have occurred from time to time, though no general religious interest has been manifest. In connexion with the efforts of the Boston Seamen's Friend Society, more than *eight hundred thousand* pages of reading matter, mostly religious, has been put on shipboard. At the Baptist Bethel, Rev. P. Stow's, a pleasing religious interest has existed during the winter, and a number of hopeful conversions are reported. A weekly temperance meeting has been held in connexion with which much good has been done in advancing the cause of temperance among seamen. At the Episcopal Bethel Rev. Mr. Robinson continues to labor with encouragement. At the Bethel, North Square, Rev. Mr. Taylor continues his useful labors, but we have no report of the "Mariner's House" connected with this station.

NEW BEDFORD.—REV. MOSES HOW, *Chaplain*.—No report.

NEW YORK.

REV. I. R. STEWARD, REV. O. G. HEDSTROM, REV. S. B. NEWMAN, REV. B. C. C. PARKER, REV. MR. CORBIT, REV. C. J. JONES, *Chaplains*; and REV. E. P. REMINGTON, *Missionary at Large*; L. P. HUBBARD and OLA HELLAND, *Missionaries*.

Besides the above-named Chaplains and lay laborers, in connection with their respective Bethels and Stations, are the Ladies' Family Industrial Society and the *Ladies'* Half Orphan Society, to provide for sailor's orphans, successfully engaged in their appropriate spheres; and also Mr. Harris, of the Tract Society, and Mr. Pierson, of the Bible Society, laboring principally among seamen, and sending out through them vast numbers of Bibles and Tracts, in many languages, through all the earth. Officers of vessels and pious sailors are often induced by Mr. Pierson not only to receive the Bibles and books, but to become themselves distributors. The fruits of these labors, in connexion with the continued large issues of Bibles and books from each of the Bethels, cannot be known till the Judgment Day. About 26,000 Bibles and Testaments, and near 9,500,000 pages of tract publications have been distributed from these agencies, during the year, to seamen, and through them to the emigrants, and dwellers in almost every nation on earth. The additions of members to the Episcopal Churches are, to the communion of the Church in the *Floating Bethel*, East River, 15; to that of the Church in the *Floating Bethel*, North River, 7. The average congregations in the first about 100, in the last about 70.

Rev. Mr. Hedstrom, of the Methodist Bethel Ship, North River, says :

"We have had an interesting year : 1st. Several of our brethren, seamen and others, have been moved by the good Spirit of God to go home to their native land and warn their friends to flee the wrath to come, and the Lord has blessed their labors. 2d. Several of our brethren have felt a call to labor for God. 3d. A number of the resident Scandinavians in New York have been converted, especially among the Norwegians, as meetings in their language have been established at the Bethel ship by an exhorter, brother Harris, assisted by brothers Smith, Hans Christian, H. Larson, and others. They also hold meetings in seamen's boarding houses and private families every week. The Lord especially owns and blesses them. 4th. Although only about eight hundred emigrants have passed through New York this summer, yet there has been an unusual readiness to receive the Bibles, books, and preached word. Whole companies in some ship-loads have been awakened, and with one voice said, 'Pray for us;' for this we labored and wept among them.

"As you are aware, we have increased from the Bethel ship and one missionary to seven Churches and nineteen active missionaries, one of whom is in Norway, another in Sweden, and the rest in America. From all of them, we have the most cheering news of the going forth and spreading of the vital power of religion, and some of these are asking for more laborers."

Rev. C J. Jones, successor of the late Rev. H. Chase, says : "From the commencement of my labors in the Mariner's Church, there have been more than *one hundred* hopeful conversions among seamen and their families; since Jan. 1st the number has been about *forty-five*. I have received from seamen at my study more than eleven hundred visits; at which times I have spoken to them of the soul's best interest, and have bowed in prayer with 450 of this number. A large number of men have gone to sea as the professed followers of Christ, for the first time, and the letters written by them to me evince very clearly that they are about their 'Father's business.' I have made 305 pastoral visits, prayed in 91 families, attended 33 funerals, delivered 285 sermons and addresses, and written 684 letters." The interest among seamen still continues. The Bethel is well filled, both at the prayer meetings and at the Sabbath services, and the Sabbath School was never so large and flourishing as at the present time.

We understand, also, there has been a religious interest, and several hopeful conversions, at the Methodist Bethel in Cherry Street. From the Baptist Bethel we have no report.

SAILOR'S HOME.—Capt. D. TRACY, *Superintendent*.

The number of sailor boarders during the year ending May 1st, has been 3,300. Since the Home was opened, fourteen years, 47,156. Among the boarders of the last year, 142 shipwrecked and destitute seamen have received aid in board and clothing to the amount of \$831 20.

The boarders have deposited in the Savings Bank, it is supposed about \$12,000, and carried away, or sent to their friends at home, a much larger sum.

The weekly temperance meetings have been well attended, and often deeply interesting. The prayer meetings, and the morning and evening prayers are much better attended than the two previous years. There have been seasons of solemnity, and from eighteen to twenty hopeful conversions have occurred. The Revs. Messrs. Jones, Steward and Corbit, pastors of the Mariners churches, have generally attended the prayer and temperance meetings.

COLORED SAILOR'S HOME.—Mr. ALBRO LYON, *Sup't.*

The number of boarders at this house during the year ending May 1st, has been 254. Of this number 51 were shipwrecked and destitute. Of the whole number 203 went to sea clear of debt, 51 went to sea or run away in debt to the amount of \$226 34. The Board have appropriated, to aid Mr. Lyon to keep a good temperance Home for colored seamen for the year \$300. The House is well kept and exerts an influence to elevate this class of our seamen.

OTHER HOUSES.

Besides these is THE HOME under the direction of the "Protestant Episcopal Missionary Society for Seamen," at which about 700 sailors have boarded within the year; 100 of whom have been relieved as distressed seamen. The boarders have deposited in the bank or sent to friends, about \$6,000. Morning and evening prayer, and weekly prayer meetings have been regularly attended. The large sailor boarding house kept by Mr. Huelat and that kept by Mr. Buck, on Franklin Square, and a few smaller houses kept on strictly temperance principles, the Board rejoice to commend as aiding the work of elevating the character of seamen.

SEAMEN'S SAVINGS BANK.

The deposits in this institution amount to nearly \$7,000,000, of which over \$2,500,000 belong to seamen.

Nearly one third of a *million* was deposited by seamen alone, during the last year. This fact needs no comment to show that multitudes of seamen are improved in character and habits.

INLAND SAILORS.

The Societies operating on the Canals, Rivers, and Lakes of the West, are The American Bethel Society, Rev. T. Stillman, Secretary, Dunkirk, N. Y.; the Western Seamen's Friend Society, Rev. R. H. Leonard, Secretary, Cleveland, Ohio; and the Philadelphia Sabbath Association, Rev. J. Miller, General Agent, Philadelphia, Pa. We learn from the 15th Annual Report of

THE PHILADELPHIA SABBATH ASSOCIATION,

that six Missionaries, besides the General Agent, have been employed during part of the year among the boatmen and driver boys on the Canals of Pennsylvania. The report contains touching incidents of successful labors of Missionaries among the neglected orphan boys.

AMERICAN BETHEL SOCIETY.

We regret that we have not received a report for the last year.

WESTERN SEAMEN'S FRIEND SOCIETY.

No report from this Society has been received.

SHIP'S LIBRARIES.

The Board continue to furnish, to a limited extent, libraries of entertaining, useful and religious books to ships going to sea, both in the Navy and Merchant service. The want of means only has limited this mode of diffusing good influences among crews at sea.

We hope that the liberal legacy of the late A. G. Thompson, devised for this specific object, but so long hung up in the Courts of law, will soon be available; and that this, together with the enlightened liberality of owners, will enable the Board to prosecute more vigorously the work, till every ship that floats under the American Flag shall have its well-selected library, to train and elevate the intellect and heart of the American sailor.

SAILOR'S MAGAZINE.

This monthly periodical is in its 28th year. Its present monthly issue numbers 8,500. It is somewhat extensively read among seamen, and the Board regret the want of means to give it a larger gratuitous circulation among them, both for their profitable amusement, and an encouragement to pen their thoughts for, and about themselves.

FINANCES.

The receipts from all sources during the year ending May 1st, 1856, including balance of last year are \$22,283 49. The expenditures during the same time \$21,648 73, which is \$562 01 less than the receipts of last year.

A more detailed account will be found in the Treasurer's Report. This amount includes only what comes into our treasury. The whole amount raised and expended in this country for the benefit of seamen is not far from \$100,000 a year.

CONCLUSION.

From the Report two things will be seen. First, that the cause of reform and improvement among seamen has steadily progressed. Through the instrumentality of the faithful labors of our Foreign Chaplains and missionaries, there is scarcely a station where there have not been more or less hopeful conversions to God. In some of the ports at home, there have been somewhat extensive revivals of religion, and works of Grace in the hearts of seamen.

Second, that the marine service, especially that part of it connecting our own with some European ports, is as steadily depressed, and the character of the crews deteriorated. The report points out the *cause*, and the *remedy* for the evil. Though the evil is great and deep rooted, the Board are not appalled before it; they have overcome obstacles before, and hope by patient, prudent, and persevering blows at the root of the evil, at last to remove it out of the way, and work a complete revolution for the mutual good of all concerned. We commend the views of the report to the can-

did and careful consideration of all ship-owners and officers, and if they think them discreet and practicable, let them come to our aid; if they think otherwise, let them point out a better way, but let something be done in good earnest and right speedily, to save your ships and our seamen.

In reviewing the successes of the past year, the Board feel that they have abundant reason to thank God, and take courage. He has set His Seal to the work and owned it as his own. We have only to follow Him in our toils and labors a little longer, and Jehovah Himself shall overturn every obstacle, what cannot be reformed shall He destroy. He will perfect His own work, and fulfill His sure promise, and convert owner, and officer, and sailor, with all their wealth and power to His own chosen Zion. "For the mouth of the Lord has spoken it."

Notice.

We invite the attention of Chaplains, Owners, Officers and Sailors, and all practical men, to the principles discussed in the first part of the 28th Annual Report; and shall be grateful for any communication expressive of their views on the subject discussed.

A Hint to Commerce.

It will be seen that the Annual Report contemplates a gradual change from the present migratory habits of the sailor from ship to ship and owner to owner, growing out of the present system of procuring crews, to a more fixed habit of sticking to the ship and the owner; and becoming as much a fixture as the journeyman or apprentice in any other employment. This can only be effected by the persevering co-operation of owners.

The system adapted to elevate the sailor to the high, moral, and social position to which the nobleness of his employment entitles him, will not be complete till other influences are thrown around him on shipboard as well as on shore. The prudent, discreet, virtuous wife of the captain,

could do more on shipboard to keep alive in the ship's boys and men the memory of mother, and the home lessons of childhood, than any other human or humanizing agency.

Said an experienced sea captain, when this subject was under discussion, "I never heard of a mutiny on board a ship where the captain's wife was." The influence of the virtuous woman is no where more needed than here, and no where would be more salutary.

Rome and Commerce have tried long enough to improve men and add to their sanctity by setting aside the Creator's laws, and adopting an improved scheme of their own. Both have met with a similar and signal failure. For this impiety the one is to be destroyed, and the other to be brought to repentance and reformation. The sailors of the millenium are to be a different class of men, from the sailors of the nineteenth century; they are to sustain the same elevating and humanizing relations of life, that now bless other men.

If the great commercial power of the world is wise it will gradually be adapting itself to a new and improved state of things among the great and increasing mass of its operatives.

New York, February, 1856.

Anniversary.

The Twenty Eighth Anniversary of the American Seamen's Friend Society, was celebrated in the Broadway Tabernacle, New York, Monday Evening, May 5, 1856.

P. Perit, Esq., President, in the Chair.

The audience, as usual, was very large, and deeply interested to the close. Prayer was offered by Rev. Dr. Hurton, of this city, and appropriate Hymns sung by the congregation, George Andrews, Esq., leader.

In presenting an abstract of the Annual Report, the Rev. H. Loomis, one of the Secretaries said, "He should not detain the audience by reading an *abstract* even, of the Twenty-Eighth Annual Report. You will find that on the programme before you. But he would occupy a few moments on a point discussed at length in the Report. He alluded to the opinions of Chaplains at Havre, and other ports, that the present class of seamen was really worse than twenty years ago, they attributing the deterioration to the present system of procuring and paying crews in New York and other ports in the United States.

If, said Mr. L., there is on earth a proud monument of the triumph of mind over matter it is that noble clipper ship under full rig, launched forth to be the plaything of the winds and the waves.

They build her at a cost of a \$100,000; they freight her with half a million more. One would suppose that no man would be permitted to walk her deck, as one of her crew, who had not a brawny arm, firm nerves, a brave heart, and a clear and well skilled intellect. The men who should take her, and amidst a boiling ocean and a driving tempest, handle

her with the skill, and precision, and ease that a sportsman handles his steed with bit and bridle, should be no other. The employment is so noble it should call into it the bravest, the best, the elect, the very elite from every other manual labor employment. Yet the reverse, under the present system, is too generally true. If a boy is good for nothing in the printing office, or shop, or farm, or anything else, *why*, send him to sea. Such is the system; but we must be as harmless as doves when we talk about it. Nobody is to blame; it is nobody's fault, except a *certain abstract* old gentleman by the name of the Spirit and Power of Commerce; and he has no conscience, or it might get rasped now and then. Here we are: this certain old gentleman on the one side depressing the service and degrading the men, we on the other laboring to elevate the men, and the service along with them; but the trouble is, when we elevate the men, we elevate them right out of the old gentleman's business. But he often has the advantage of us, and degrades ten where we elevate one.

Nevertheless, we know the Lord is on our side, for He has a controversy with this Power. At a very low estimate He has, during the two past years, on an average, sunk in the ocean \$20,000,000 a year out of the Commerce of this country. Experienced Captains tell us a large proportion of it is owing to bad crews. It strikes me, sir, said Mr. L., the aforesaid old gentleman is getting into his dotage, or he would not have such crews, even if he can get them cheap.

Mr. L. alluded to other evidences that the Lord was on our side, found in the Report, in the number of conversions at different Chaplaincies, and the fact that Kings are our nurs-

ing fishers, brought into view in the Honolulu Sailor's Home; and presented the following letter from Capt. Foote, of the U. S. ship Portsmouth, of the Navy:

"I wish to return you my sincere thanks and those of the officers and crew of the "Portsmouth" for the valuable collection of books which you were kind enough thus to forward. It is a collection made with admirable care and judgement, and will greatly tend to promote the moral and intellectual improvement of those for whose use it is intended. You will agree with me, I am sure, that the unanimous consent, on the part of the crew, to relinquish their spirit rations, is no unworthy or insignificant preparation for a proper use and appreciation of your generous gift. Going out, as we do, with no whiskey in our spirit room, we shall the more need, and the more value the Ship's Library.

It is my earnest hope, as I am sure it is yours, that it may prove of permanent value to those into whose hands it has come.

Renewing to yourself and to the institution which you represent my warmest thanks and my fervent prayers,

I remain, very respectfully
and truly yours,
ANDREW H. FOOTE."

You see, said Mr. L., from this, that although "Uncle Sam" and the aforementioned old gentleman have made friends with each other, like Pilate and Herod, to depress the service, and degrade the men, though in different ways, we have boarded him, and beat him this time in a fair fight, on one of his own ships, and put him *hors du combat*, and not "endangered the Union at all."

Mr. L. concluded with expressing the belief that, though the principles of the Report might not prevail with the present generation of owners, they were soon to be out of the way, and younger men were to take their places, and with them they would prevail, and be adopted and become general, and Commerce, with all its power, would labor with us to elevate the service and the men in it.

It mattered little whether we saw

it in our day, or whether we looked down upon it from the place of our rest, in company with those whose familiar faces are all daguerreotypes on your memory, sir, and most of them on ours. Eastburn & Stafford, and Brown & Chase, and Bethune & Vansindeen, and Phelps & Dodge, and Hale & Hurlbut, names revered, names beloved: we shall see it, "For the mouth of the Lord hath spoken it."

The meeting was then addressed by Rev. James C. Beecher, Chaplain to seamen at Canton, China; Rev. Joel Parker, D. D., New York and Rev. G. W. Heacock, Buffalo, N. Y. After which, the Society was called to order, and Trustees elected for the year ensuing.

The occasion was one of deep interest, to be followed, doubtless, by the happiest practical results.

ADDRESS OF REV. JAMES C. BEECHER.

Mr. Beecher, youngest son of Dr. Lyman B., was introduced to the audience as having been a sailor who had passed through every grade of his profession, and had now become a minister of the gospel. He rose to move the acceptance and publication of the report, and said:

Mr. President: In presenting the resolution which I have in my hand, I have an opportunity to make a few remarks, and they shall be few; and if, in making them, I seem to speak little of your Society and more of other things, I beg you will not consider I am ignorant of the Society or of its doings. For, sir, it has been my fortune to meet your agents all over the world; and I am indebted to them and to the Society. I know their worth; and they speak for themselves.

When a cannon is to be fired there are two things to be considered; there are two reports to come. The first is from the cannon itself, and it is interesting, for it shows how big the gun is, but there is another report, and that is what was hit when the gun was fired. It would not, perhaps, be invidious to compare the two reports, for they are of equal interest. I know not but one is as interesting as the other. The first report you have

heard to-night. The second report, and that is from the target side, or, to drop my figure of the gun, from the sailor's side.

I am glad to have an opportunity of speaking in regard to sailors, for I know them, have been with them, have seen them in the fore-castle, been in companionship with them, and I know what they are as companions. I have seen them on the quarter-deck. I have commanded them, and I know what they are as sailors; I know that throughout the community there are very mistaken ideas with regard to them—some too flattering, and some entirely too low.

In order to be systematic, I will divide that class of the community termed "sailors" into two distinct classes. The first I would call the "Sailor of the books," and those are well known. I knew them long before I ever saw any. The "Sailor of the books" is composed of a sou'-wester, a monkey-jacket, and a large quid of tobacco, and attached to these things there is a man of perhaps 30 years of age, whom the storms of many seasons have bronzed, and made to look ten years older. And here we have the two brought together and sent out as the representative of a class of sailors. He is a short, thick-set man, with uncombed whiskers, and rugged. He is a hardy, hearty sort of a man. He never was born. Perhaps I should not be so rash as to say that; but we know nothing of his childhood. He comes upon the stage—boots, tobacco, jacket and all—like that goddess who jumped from Jupiter's brain all armed. This is the sailor of the books.

But, Mr. President, you will bear me out in saying that this is not the sailor of the Seamen's Friend Society. There is another class of sailors who are commonplace, and perhaps insignificant. There is no romance about them, and may be they are hardly worth speaking about. They were born just as anybody else is. Their mothers cried over them. If they were first-born they were remarkable fine children, for never was there yet a first-born child who was not a remarkably fine one. Their parents were proud of them. Per-

haps they were born in poverty. What of that? Parental love, and family love, winds its golden links as well round the child of the lowly and obscure as round the child of the wealthy and high-born. Love is just as strong in poverty as it is in riches. They may have been born in poverty, but they were loved.

Perhaps he was a prodigal son, spending his time and money far away from his home—ranging over the world, and wasting his substance with publicans and harlots. Perhaps he was a child of wealthy parents, who, when conscience-stricken, the restraints of religion came down upon him, rushed far away from home, and journeyed from sea to sea, from land to land, and from country to country—all over the world, to escape from conscience, and found that it was all vain.

The mere name of sailor describes nothing. You may as well attempt to describe a lion by calling him an animal. It cannot be said that all who are bad go to sea, for, from my own experience, I can say that I have met many good and worthy men following that vocation. But the sea has a great attraction to the youthful mind. When a youth is growing up—when the restraint placed upon him by his family and friends is begun to be felt—when the responsibilities of life are beginning to be appreciated and understood, then thousands spring out, and, disgusted with everything, go to sea. That is the reason, I imagine, why we often find so much discontent and unsteadiness of purpose among those who have chosen the sea as a profession.

Now this is what the Seamen's Friend Society have to do with. It is engaged upon no *foreign* missionary work, but it seeks to redeem and save our friends and relations, our brothers and our sons. It is with those with whom we are most intimately connected by ties of blood and friendship that we have to do.

Now, I have no plans to propose to-night. I have no theory. You all know how the powers of evil seem to have concentrated themselves upon this one point, more, perhaps, than upon any other upon the face

of the earth. You know how here seems to be the very stronghold of Satan's Kingdom; and why should it not be so? for here from headquarters he may send out his emissaries all over the world. You send your missionaries to foreign ports, and at the same time there accompany them thirty or forty missionaries of evil, who go out in some shape to neutralize their influence. Do you suppose that the Power of Darkness will give up his advantage?

You are aware of the evil. I do not know of a remedy in all its bearings. I know that there are many things that must come together to produce good results. I know that it is easy to throw blame here, there, and everywhere. I know that it is easy to say that the officers of the ships are to blame. I said so when I was a sailor, and built up noble plans of aggrandizement by which, when I came to be an officer, the whole service should be thoroughly improved. But when I came to be an officer I found two sides to the question. I endeavored to put into practice the new theories that I had formed. I endeavored to treat the sailors as they should be treated, but I found my theories were fallacious; and the consequence is that I stand here not an officer of a ship, but a minister of the Gospel. I was wearied and tired out.

It is easy to say that the sailors are to blame. They are to blame. It is easy to say that the officers of the ships are to blame. They are to blame. It is easy to say that the owners of ships are to blame. They are to blame.

Now, what are you going to do? You cannot raise sailors. Why? Because the officers oppress them. You cannot raise officers. Why? Because the sailors drag them down; and the thing has come to a dead lock here. You cannot raise the officers without elevating the sailors. Now, do not say that I speak unadvisedly. I know that I am young and have not examined all the various theories which have been presented. I know that I am not wise to plan—but I know that things are so firmly knit together, and the evils, such as

they are, are so intimately connected and interwoven one with the other, that so fast as you try to raise one end the other will weigh you down, and the only thing that will succeed is some power that will lift the whole at once, and bring it up to a proper elevation.

Now, Mr. President, everything which has been spoken of in the Report presented to-night, is good, is excellent. But nothing contained in it will do the work. Each principle that it contains is a help, but no one of them alone can succeed. The only thing which will bring us success—and I believe that success will come—is the resultant forces of all these good principles blending together upon one point, and by the blessing of God rising together. Mind, you, the blessing of God must be there before there can be any elevation. Here you have the main object for which I speak to-night. It is the prayer, the solemn, fervent, earnest prayer of a Christian community, which will enable these things to be done. The Seamen's Friend Society cannot do it alone. They are the basis. They are as it were, the pipe which is to direct the stream of Christian sentiment to the spot where it is needed. Then, as with one voice and with one heart let the prayers of the Christian community ascend to heaven on behalf of sailors. Let us implore the Lord to send down his spirit and aid us in this work. Then will light begin to dawn. Then will the seamen begin to be exalted, and you will see such great progress in this cause as will make you wonder that we never thought of it before.

With these remarks I will submit the following resolution: That the Report, an abstract of which has been presented by our Secretary, be accepted, and to be published under the direction of the Board of Trustees.

Capt. Wm. L. Hudson, U. S. N. seconded the resolution, and it was adopted.

ADDRESS OF REV. DR. PARKER.

The resolution was passed, and after the singing of a hymn, Rev. Dr. Joel Parker made an address.

He said that he felt the force of the remarks which had just been made, that there are among seamen all sorts of men just as in other positions of the community. But the gospel meets the wants of all men; and just as all men need good bread and pure water, so all need the gospel of Christ and have some relish for it.

The work of doing good to sailors is a simple one. We are to do the same kind of work that the good chaplain alluded to did in this city, and that the Rev. Mr. Sawtell has been doing in Havre—the same sort of work that we do in our Christian congregations.

Looking at sailors as a class, before the time when the community turned its mind toward them, some forty years ago, there was comparatively little done for seamen. I would like, so far as I can give any practical turn to my observations, to stimulate the audience to work for sailors, and I shall cite some more reasons. First, then, the sailors are a hopeful class to act upon; secondly, they have strong claims upon us; and, in the third place, they will exert a decided influence upon the world.

They are a hopeful class to act upon—they are an educated class. It may look like an absurdity to say this; but how is education produced? Why by the objects that act upon the mind; and truly great objects act upon the minds of sailors. We say of people who live in bold mountain scenery that their minds are thereby educated to lofty sentiments of freedom. Has not the sailor objects equally grand and equally beautiful, daily before him? Is not the crested wave a snow-capped mountain, overwhelming the soul with awe? Are not the still calm depths of the ocean an object of beautiful repose? And these objects act upon the sailor's mind, to prepare it for instruction. In all this there is a power to draw forth their minds.

Again, they have great responsibility, which makes the mind thoughtful. Treasures of large amount are committed to their care; our safety is oftentimes in their keeping, and they are constantly thrown in situa-

tions where heroic virtues are called forth.

Christianity, from its foundation, has chosen the educated first; the instincts (so to speak) of the Gospel lead it to act upon the educated. It took hold first of the beautiful Grecian mind, and moulded it; then of the Roman strength and directed it; it seized upon the vigorous Northman; it has planted these Colonies, and has put into our hands and into the hands of the sturdier races the power of the world, along with Christianity. The poor African and the weak sons of China have been left last to be civilized and last to be Christianized.

It is with the strong races that Christianity has commenced. We come to the sailors, then, as a class of sturdy, educated Christians—men with some elevation of mind, and under influences calculated to unfold it. Their home, too, is one calculated to enlarge the views. These immense oceans belong to humanity, and to no particular race. They are the heritage of all alike. There is no measuring out of the prairies of the ocean—no land-warrants—no speculators.

Why is it that so many more females than males are members of our churches? Because they have more trials and less temptations than men. Why is it that so many who are brought to repentance tell us of some affliction—some calamity? It is because God always has and always does carry forward his work through the disciplines of his providence. The sailor is often in trouble, and is therefore peculiarly accessible to good influences. Put the Bible into his chest, and he may not heed it now, but when the storm has calmed, and he has escaped from the wreck, he will read it with tears.

Sailors also have high claims upon us. All men have claims upon us to render them Christian charity, but not all alike. To some we owe it as a debt, and to others because they are our kindred. Sailors have done a great deal for us that we have never paid them for. David would not taste a drop of water brought to him at the

hazard of the life of one of his people; he poured it out as an offering to the Lord; but we eat and enjoy many things brought home to our fireside at the hazard of the sailor's life, over many of whom the winds and the waves are sighing their requiem.

In conclusion he spoke of the influence of sailors as a class. From the nature of their employment, they traverse the highways of the earth, and of course impart their influence wherever they go. Seafaring men generally believe in God the Father, and also in the divinity of Christ. They think they can swear by no higher name than that of Jesus. In their very blasphemy they are orthodox. Take them as a body and they are intelligent Christians—they are not heathens. They are divided by no denominationalism or sectional feeling. They are the best embodiment of the Church catholic that has ever yet been witnessed upon the earth.

It is time now to begin efforts in their behalf, that their important services may be secured in the cause of religion.

ADDRESS OF REV. DR. HEACOCK.

The Rev. Dr. G. W. Heacock, D. D., of Buffalo, was then introduced to the meeting, and presented the following resolution:

"That since it is an integral and large part of the great purpose of the world's conversion to Christianity that the abundance of the sea should be given to God, so must the Church labor to realize this assurance as an essential requisite to the great result, organized to this labor by the peculiar obligations to and increasing facilities in this great work."

He commenced his remarks by saying that the resolution was a long but plain one. It was impossible in so vast a matter to express with more brevity the views and aims of the present great organization, but he trusted that the conciseness of the remarks he intended making would atone for the length of the resolutions just offered.

Estimating the whole population of the globe at one thousand millions, it would not be too large an approxi-

mate estimate to fix the marine population at one million and a half—a population doubling that of this great city, towards whose evangelization thousands of laborers were annually engaged. His audience should consider, further, that this marine population passed away in a much shorter period of time than the other generations of the race. If an ordinary generation was thirty years, it must be apparent that the perils, exposures, and hardships of the class to which he alluded, must shorten their period of existence to twenty years, if not less. Should it not, therefore, be the object of all on shore by labor, outlay, and self-denial to convert the world's float?

The population of the globe with that of the sea is augmenting. Shall the vast ocean be left out in the final regeneration of the world? It is utterly impracticable to attempt the conversion of the world, without the conversion of the population on the sea. Taken apart, what a mighty influence for good or evil would the sea offer, even if it had no connection with the land.

We can never accomplish God's work upon the earth if we neglect the sailor; but when the routes of commerce become highways of Christianity, the glory of the Almighty will begin to dawn.

The church is urged to this work by peculiar obligations. Sailors are an adventurous race, whose lives are passed in the scenes of danger, of trial, of toil—scenes where heroic traits of character are often called forth. They are also the "common carriers" of the world—a situation of the highest responsibility. Again think of their isolation—cut off from the blessings of Sabbath instruction and Sabbath peace.

There are truly peculiar difficulties in the task of redeeming this community. But there are also peculiar facilities. There is promise in this work—promise in the power of the Gospel itself—promise in the position of the sailor, cut off from many of the temptations which surround men on land—promise in the daily scenes of God's wondrous providence which

educated their mind. The speaker drew a pathetic picture of the sailor dying without the consolations of the Gospel, and concluded with an eloquent appeal that his hearers would use every exertion to spread Christianity and to scatter the bread of life upon the waters.

Gen. Williams of Norwich, Ct., seconded the resolution which was unanimously adopted.

The doxology was then sung and the meeting was dismissed—members of the Society remaining to transact the annual business.

Acknowledgment.

From Ladies in Lyme, N. H., for the Sailor's Home, Mobile, Alabama: 8 sheets, 34 pillow cases, 2 quilts, 1 comfortable, 1 spread, 5 towels, 4 shirts, 3 pairs socks.

Account of Moneys.

From April 15th to May 15th, 1856.

Directors for Life by the Payment of Fifty Dollars.

John Clark, Northampton, Mass.	50 00
Mrs. Giles, Buckingham, Clinton, Ct., (balance.)	30 00

Members for Life by the payment of Twenty Dollars.

Mrs. C. A. Smith, by Ladies' Union Society, Madison, Ct., (bal.)	14 00
Miss Ellen M. Tibbals, by do.	20 00
Miss Josephine Tyler, by do. (in part.)	6 00
Mrs. S. Sherwood Day, by Ladies' Bethel Society, Catskill, N. Y.	45 00
Miss Harriet T. Hawley, do.	45 00
Thomas J. Dorn, Duaneburg N. Y.	20 00
Rev. Mrs. Solomon Lyman, by Ladies Benevolent Soc. First Parish, East Hampton, Mass.	20 00
Mrs. Luther Wright, do. do.	20 00

Donations.

From the late Miss Lois Davis, Chesterfield, Mass.	100 00
" Benevolent Association, Clinton, Ct.	15 00
" Congregational Society West Woodstock, Ct.	6 00
" Ladies Benevolent Society, Barrington, R. I.	6 00
" Congregational Church, Oakham, Mass.	7 00
" Congregational Society Hinsdale, Mass.	48 55
" Boston Seamen's Frnd. Society.	728 73
" South Pres. Church Brooklyn, N. Y., including subscription	85 66
" A servant of the Master, New London, Ct.	20 00
" Mrs. J. Driggs, Cheshire, Ct.	2 00
" Seamen's Friend Soc. Bristol, R. I.	10 00
" Reformed Dutch Ch. Manhattan, N. Y. (in part.)	5 25
" Melburn Sabbath school, N. J.	13 25
" Cong'l Society, East Woodstock, Mass.	5 81
" Ladies Seamens Frnd. Soc'y, First Parish, Northampton, Mass.	30 50
" Cong'l Soc'y, Patchogue, N. Y.	9 50
" Cong'l Soc'y, Wallingford, Ct.	24 00
" Late Mary Anna Gibbs, New Haven, Ct.	5 00
" Cong'l Soc'y, Francis-town, N. H.	41 50
" Cong'l Soc'y, Augusta, Me.	32 80
" Cong'l Soc'y, Keene, N. H.	11 50
" Cong'l Society, South Berwick, Me.	8 19
" Individuals at Lahaina, S. I.	80 00

Legacies.

Late John H. Mason of Providence, R. I.	44 00
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